



**Intermediate Planning Study
Purpose, Issues, Schedule, and Project Goals
US 641, Reconstruction from the Tennessee State Line (Hazel, Kentucky)
to Glendale Road (KY 1550) in Murray, Kentucky
KYTC Approved 2000-2002 Biennial Highway Construction Program
Item No. 1-314.00**

Study Purpose

The purpose of this Intermediate Planning Study is to define and gather critical information on the project prior to the design phase. Specifically, the study will identify a preferred corridor for future design work. The design phase is currently scheduled to begin in Fiscal Year (FY 2002, i.e., July 1, 2001-June 30, 2002) for Priority Section 1 (Glendale Road to the Middle Fork of Clarks River). The study is intended to examine options/alternatives for the widening/improvement of US 641 and to consider possible impacts the project may have on cultural, historic and environmental resources {typical environmental issues as defined in the Federal National Environmental Policy Act (NEPA)}. Items involved with this study include:

- Defining project goals;
- Identifying options/alternatives for project location and design;
- Discussing project needs and issues with public officials, government agencies and other groups with a special interest in the project;
- Identifying known environmental concerns; and
- Listening and sharing information with the public.

Issues

The most pressing immediate problem with US 641 appears to be safety. Portions of the existing route in Murray (immediately south of Glendale Road) and Hazel exceed the typical accident rate of similar facilities in Kentucky. The existing route also has narrow lanes of 10 feet in width and narrow shoulders of 2 to 3 feet in width, and drop-offs at drainage culverts are a problem. With traffic growing from 10,500 vehicles per day at present to 17,300 vehicles per day in the year 2025, the existing two-lane facility would experience serious congestion problems throughout its length of 6.7 miles. The lack of a good corridor from Murray to I-40 in Tennessee is also an issue for truckers, commuters, shoppers and college students. Truck traffic in the commercial core of Hazel has been identified as a major concern. As part of the 150,000-mile National Highway System, US 641 is presently a four-lane divided highway from I-24 to Murray. Further, the Tennessee Department of Transportation has completed advance planning studies for the widening of US 641 to four lanes from Paris (Tennessee) to the Tennessee-Kentucky State Line near Hazel. Accordingly, the remaining two-lane segment of US 641 in Kentucky results in a serious discontinuity for this four-lane divided principal arterial between I-24 in Kentucky and I-40 in Tennessee.

Project Schedule

The current schedule for Priority Section 1 (Glendale Road to Middle Fork of Clarks River) of the project is:

<u>Phase</u>	<u>Fiscal Year</u>	<u>Estimated Cost</u>
Design	FY 2002	\$650,000

Right of Way Acquisition	FY 2004	\$2,500,000
Utility Relocation	FY 2005	\$2,000,000
Construction	FY 2006	\$4,500,000

Only the items scheduled for FY 2001-2002 are approved and funded. Items scheduled for FY 2003 and beyond will be considered for approval and funding during future sessions of the legislature.

For Priority Section 2 (Middle Fork of Clarks River to Tobacco Road/KY 1828 at Midway), the Design Phase is proposed for FY 2005 in the *KYTC 2000 Six Year Highway Plan*. Priority Section 3 from KY 1828 at Midway to the Tennessee State Line at Hazel does **not** yet appear in the *Six Year Highway Plan*.

Draft Statement of Project Goals

As part of the Kentucky primary highway network, US 641 is functionally classified as a "rural principal arterial" and is on the National Highway System and the National Truck Network. It connects I-24 in Kentucky (via the Purchase Parkway) through Murray (KY) and Paris (TN) to I-40 in Tennessee. Within Calloway County, US 641 is the north-south backbone of the transportation system linking major employment and population concentrations to commercial, educational and health service centers. US 641 is presently a four-lane divided facility from the Purchase Parkway to Murray. Improvements have previously been made to US 641 through Murray and the State of Tennessee is pursuing the improvement of US 641 as a four-lane divided facility from Paris northward to the Tennessee-Kentucky State Line. The project goals for the improvement of US 641 from Glendale Road (KY 1550) in Murray to the Tennessee State Line are:

1. Increase safety and reduce accidents.
2. Provide an improved south corridor for commuters, shoppers, health service users, college students and truckers from Murray to US 79 south of Paris (TN).
3. Accommodate future traffic and trucks going to I-40 in Tennessee.
4. Provide overall system connectivity and continuity by completing US 641 as a four-lane divided arterial from Murray to I-40, thereby filling Kentucky's gap in this principal arterial between I-24 and I-40.
5. Ensure future adequacy for forecasted traffic.

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